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VOL. 12 NO. 5
MARCH 1982
ISSUE NO. 241

RAIL TRAVEL NEWS

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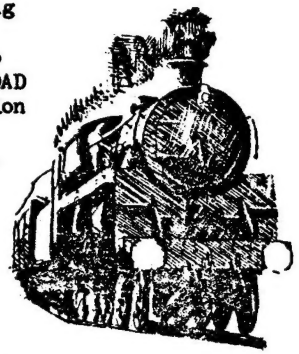

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LETTERS

I regret having touched a sensitive nerve suggesting recently (RTN 238) that the SAN FRANCISCO ZEPHYR be re-routed to the Rio Grande main line in Colorado and Utah (letter by Charles Tubman, RTN 240), but that was inevitable.

First, my credentials: I am not an outside agitator in the crudest respect. My first trip across Colorado on the CALIFORNIA ZEPHYR was summer, 1961. I have ridden the YAMPA VALLEY MAIL to Craig, and the former narrow gauge line between Alamosa and Durango four times, and the Silverton train a number of times. I have traveled to Colorado fro vacation on the average of once per year since 1968. Access has always been by train or bus. I have never used either an auto or air service on these trips.

Second, I do not want to see any community deprived of train service, and recently attended an open house by my own Washington State Congressman for the express purpose of suggesting that passenger train service be restored to the ex-Northern Pacific line across Montana and Washington State, initially by sharing the daily service now provided by the EMPIRE BUILDER. I did this to increase public use of the Seattle-Chicago service and to reduce the chance the service will be ended by future budget cuts--not because I desired to reduce the mobility of citizens on the ex-Great Northern line.

It's the same with service across Wyoming. Southern Wyoming is not an international tourist and recreation destination as are the Colorado ski resorts, ranches, hot springs and narrow gauge railways. Amtrak's original planners acknowledged this when they selected the Rio Grande line for the mid-section of the Chicago-Bay Area service. While local pride in having the service maintained in Wyoming cannot be overlooked, neither can the potential ticket sales in Chicago and Omaha to the east; and in all major West Coast cities, in having overnight train service with no change of trains or cars, to Colorado.

Introduction of a stop at Dotsero, east of Glenwood Springs, for example, would put SFZ train passengers within only a short bus ride of the famous Vail and Beaver Creek ski resorts.

As the nation's economy sours, and as long vacations become less popular, trips to Colorado can and will serve as substitutes--IF there is convenient access, which Amtrak train service can provide.

A few years ago I checked with an attorney at Amtrak concerning the Moffat Tunnel Act of the State of Colorado. The Moffat Tunnel is publicly owned, and is leased to Rio Grande with the provision that other railroads desiring to use the tunnel be given trackage rights on Rio Grande lines leading to the tunnel, if they so desire. The Amtrak attorney replied that Amtrak never would have to invoke the Moffat Tunnel Act to obtain operating rights on Rio Grande. The national Amtrak Act gives Amtrak the right to operate its trains on ANY track, whether the railroad in case has joined Amtrak or not.

If Amtrak were to operate over Rio Grande lines, only the question of cost would be subject to negotiation. Amtrak's service could be any extent Amtrak desired. Rio Grande's operation of the RIO GRANDE ZEPHYR would remain under the control of the 1960 Smathers Act, under which discontinuances took place during the 1960s; and after Amtrak, on the Southern Railway after the end of the 4-year moratorium on discontinuances which expired in 1975.

If Rio Grande gave up its resistance to Amtrak and joined, Amtrak would then have the decision of whether or not to discontinue the RIO GRANDE ZEPHYR trains, which would be distinct from a re-routed SAN FRANCISCO ZEPHYR service. The RGZ runs then might become candidates for 403-b operations, with the State of Colorado picking up part of the tab.

Wyoming could continue to be served by a train operating Denver-Salt Lake only. This would be a 12-hour run. Because SFZ runs on the Rio Grande line would take 14 hours (altho early westbound CALIFORNIA ZEPHYR runs were 13 hours flat on a line about two miles longer) a "Wyoming Zephyr" (as it were) could connect with the SFZ in both Salt Lake and Denver in both directions. Much of the Wyoming business is to or from "town," which in this case is either Salt Lake or Denver. A 2-car or 3-car Amfleet train could handle that business well, assuming it is better to make longer-distance Wyoming patrons change trains in Salt Lake or Denver than to require vacationers in large numbers to change trains on tourist trips (which they wouldn't put up with, as the poorly-patronized connection at Salt Lake with the PIONEER, DESERT WIND and SFZ shows).

We've got to see the "big picture" when it comes to Amtrak. It's not just on the SFZ, but also on the Seattle-Chicago service, as I have mentioned. Like the

Rail Travel News, Vol. 12, No. 5. March, 1982. Whole number 241.
Copyright © 1982 by Message Media.
Published twice monthly by Message Media, P. O. Box 9007, Berkeley CA 94709. Subscription $19.00 per year; single copy 80¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-atLarge. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

THE COVER STORY

As reported last issue, ex-CALIFORNIA ZEPHYR car "Silver Crescent", a dome sleeper lounge observation, ran on Amtrak's SILVER METEOR between Miami and Jacksonville early in February, its first run on a mainline passenger train since it operated on the last run of the CALIFORNIA ZEPHYR. The car is shown here on that last westbound CZ run, just 12 years ago, on Mar 22, 1970, at 7:20pm, making its final stop in Oakland CA, under a full moon. The blur in the lower left hand area of the photo was caused by a passenger walking with a luggage cart during the camera's time exposure. Photo by Message Media.

(Rear cover:) Another moonlight train scene. This ad for the SPIRIT OF CALIFORNIA is described in the Mixed Train of Thoughts section.

SFZ, the EMPIRE BUILDER seems cleverly routed to avoid the population and traffic centers in Montana and Washington.

When Paul Reistrup first assumed the presidency of Amtrak, he remarked, on questioning, that the SFZ did well between Chicago and Denver, and Reno and the Bay Area, but things were pretty lean between Denver and Reno. This remains an unstable situation. It will not go on forever. Either changes will be made to improve loadings, or David Stockman's budget cuttery will be successful in having SFZ service terminated.

It will be easier for Amtrak backers to point to several major heavily-loaded trains to help save and improve the service over the years, and win; rather than to hold onto losing situations like Wyoming and eventually lose it all.

Glenn Lee
Pasco, Washington

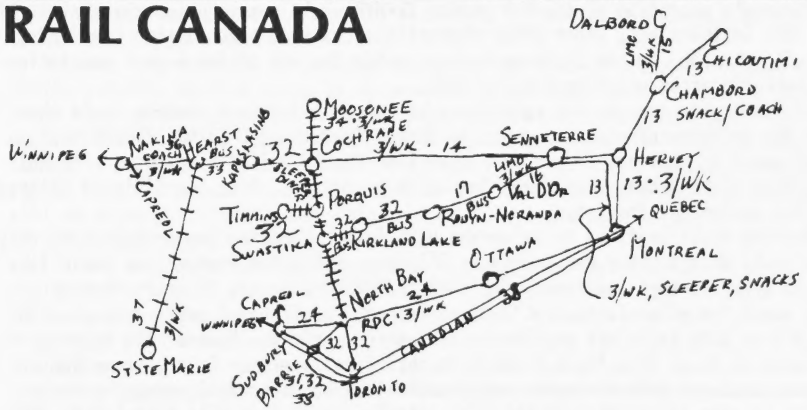
Recent issues contain horror stories of trains left powerless upon failure of a single F-40 locomotive. Reality dictates that passenger locomotives of today must be adaptations of freight locomotives. This is true of the F-40. Even tho the F-40 may be a fine performer, units will occasionally fail (the rate depends on quality of maintenance service, and I hear conflicting judgments on maintenance of Amtrak F-40s).

When GM was building E units, a major marketing point was their internal redundancy (two engines, two generators, etc.). A single E unit pulling a train could suffer some types of electrical or mechanical failure and still be functional enough to move the train slowly. For this reason, railroads seldom ran single F units on trains in isolated locations, since a single-point failure always implied a stuck train.

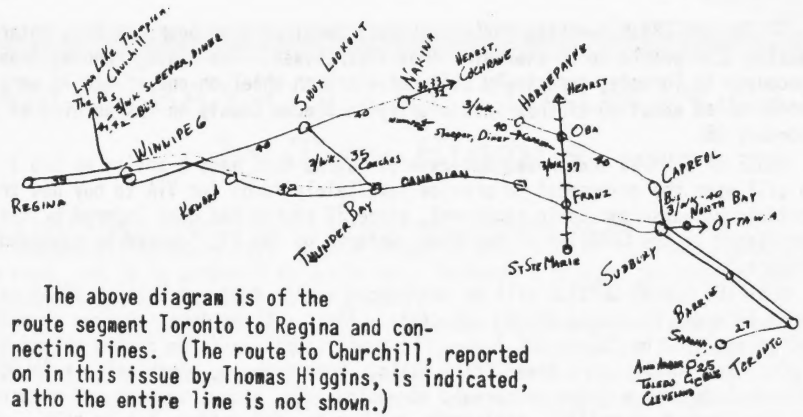
The point is that operating any Amtrak train in isolated regions with a single F-40 is risky. Since there is no alternative to the F-40, and since placing two locomotives on short trains like the PIONEER is most likely unfeasible economically, I guess all we can do is note that we are suffering from a problem for which a cure had been devised forty years ago.

Chuck Till
Atlanta, Georgia

RAIL CANADA



VIA RAIL TIMETABLES, like the CN timetables before them, are difficult to read (unlike Amtrak's, which may be the world's most easily readable timetables). In order to help in planning trips, the above route segments have been redrawn by Robert J. Swan, with train frequencies and some service notes included. The numbers on the route segments refer to tables in the current (winter 1981-82) VIA system timetable.



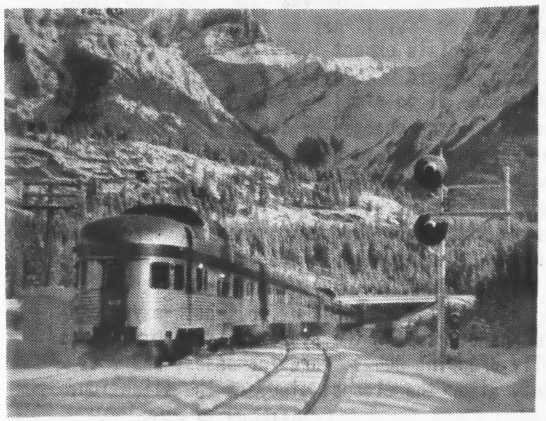
The above diagram is of the route segment Toronto to Regina and connecting lines. (The route to Churchill, reported on in this issue by Thomas Higgins, is indicated, altho the entire line is not shown.)

LETTER TO THE EDITOR:

VIA has fallen victim, once again, to its own rigid dogmas. The new "idea" (to save money) is to cut consists to the bone. On the busy Montreal-Ottawa and Montreal-Trois Rivieres-Quebec line especially, two cars are "all you get" for many trains. Jean-Louis Hudon, chairman of the Comite pour le p'tit train du nord, was incensed in early March to be among 20 passengers in the baggage compartment, all standing all the way to Montreal from Trois Rivieres. Complaints have been made to VIA and the CTC. Again, at the end of Ottawa's Winter Carnival, over 100 people were left standing in the Ottawa station. VIA, like the Byzantine Empire, will surely fall, a victim of its own dogma. Instead of getting decent contracts with the railways, VIA makes the public suffer. I, among others, only travel on VIA now when I feel like it, instead of using VIA for nearly all my travel. Many passengers will vote with their feet.

Harry Gow
Chelsea, Quebec

THE QUEBEC GOVERNMENT prefers to stress development of public transport and reconstruction of existing roads, rather than building great highways. Quebec transport minister Michel Clair told the Association of Highway and Public Works Builders of Quebec this a few weeks ago. He said that the cost of both public transit and large highways is too great; since we must choose, the choice should be public transport services. Mr. Clair donated $9,000 to Transport 2000 to help further the consumer group's work in promoting public transport over the next two years.



THE BEAUTIFUL SCENE shown here--the CANADIAN in the snow at Field, British Columbia--appears in color on the cover of the current (Nov 15-Apr 24) VIA system timetable.

NEW ROGERS PASS tunnel planned by Canadian Pacific may be delayed a year by the need to conform to objections raised by Parks Canada --the national park service. It is eyeing problems in environmental destruction arising from CP's design for an 80-foot exhaust stack for the proposed tunnel. Work was scheduled to start this spring.

CP FREIGHT TRAIN carrying toxic chemicals derailed near Georgian Bay, Ontario, causing 1200 people to be evacuated from their homes. The train, running from Vancouver to Toronto, reportedly suffered a broken wheel on one of its 75 cars and derailed about 30 of them into a gully in Simcoe County on the morning of February 28.

HOUSE OF COMMONS member Les Benjamin of Regina West made a motion on Feb 1 to call upon the government to provide immediately funds for VIA to buy new trans-continental passenger train equipment, since 31 people had been injured by the derailment of the CANADIAN at Red Rock, Ontario on Jan 31, "caused by equipment failure."

MODIFIED DINING SERVICE will be introduced on the Montreal-Halifax OCEAN on Apr 1 in order to reduce dining car costs. There will be fewer choices on menus, but prices will be 25% to 30% lower. Food will continue to be cooked aboard the train. Menus will carry fixed-price meals. For instance, breakfast, at $3.95, will include orange juice or cereal, scrambled eggs, bacon, sausage and potatoes, a pastry basket of muffins, croissants and Danish, and coffee, tea or milk. Lunch and dinner menus will be priced at $5.95 and $6.95 and there will be a choice of a fish or meat entree. Dining car staff reductions will be made.

URBAN-SUBURBAN TRANSIT

NEW YORK'S MTA on Mar 17 signed a contract with the Japanese firm of Kawasaki Heavy Industries Ltd. for the purchase of 325 subway cars at a cost of $274,462,500--or $844,500 each. One of the factors that lead New York to approve the foreign-built cars was an agreement by the government of Japan to help finance the purchase with a $126 million loan. Fast delivery time was also reportedly a factor--the first cars should be delivered in Dec 1983, and all cars should be available by 1985. Other bidders on the MTA's cars, which will go on the IRT, were Budd Company, Francorail of France, and Bombardier of Canada. The MTA plans to purchase a total of 1150 IRT cars over the next five years, as well as 226 IND-BMT cars. The New York Times, in a Mar 20 editorial, justified the outside-the-U.S. purchase by noting that the competence of American manufacturers had nothing to do with the decision, but rather Washington was more to blame for high interest rates (the Japanese loan will be paid back over 8 years at 12.25%--lower than an American loan could have been obtained). The cars are described as having stainless steel, graffiti-resistant interiors.

SAN FRANCISCO CABLE CARS got a fare increase from 50¢ to $1 effective Mar 15. Tickets will have to be purchased before boarding, beginning Apr 2. The entire cable car system will be shut down in late Sept of this year for reconstruction, a job estimated to take 22 months, altho some say it may be much longer. Merchants who depend on the lines to lure tourists expect 10-30% drops in business. But a private San Francisco businessman, Arnold Gridley, is making plans to run a fleet of motorized cable car look-alikes along similar routes to fill in for the missing Muni vehicles, at the same $1 fare charged by the city. Gridley now owns 15 cable cars formerly of the Muni and plans to build 15 more.

WASHINGTON METRO MANAGER Richard Page told his Board this month that the Jan 13 accident that caused 3 deaths and 25 injuries was due to inadequate training and improper operation, and also to the fact that 400,000 government workers had been let out of work early. Four major lawsuits, totalling over $2.5 million, have been filed against the transit authority as a result of the wreck.

NEW ORLEANS' TRANSIT system funding runs out in mid-1982, but both mayor candidates are pledged to find a new means of keeping the system afloat. Observers note that patronage has been steadily dropping due to fare increases, and that further increases should be made only after the closest study of the situation.

(continued on page 11)

JAMES BAY ON THE "HUDSON BAY"

by Tom Higgins

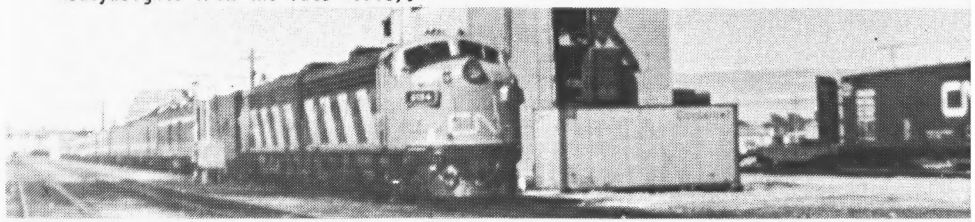
Armed with a 30-day VIA Rail Canada Pass, I decided to try the ride to Churchill on James Bay. A good friend of mine told me to bring a good novel to read, and to be prepared to write one. Instead, I brought two novels, and decided to write this short essay instead.

Train 93/95 the HUDSON BAY, departs on Monday, Wednesday and Friday from Winnipeg at 5:30pm, and arrives in Churchill Tuesday, Thursday and Saturday at 7am. The first thing that caught my attention about the train was the equipment: two CN F-7 locomotives, a steam generator car, four refrigerator cars made compatible with passenger cars, a dorm/baggage car, a lounge, two coaches, a diner, a first class lounge of the "Cape" series (half bedroom, half lounge), and four sleepers. All of the passenger equipment was former CN CCF 1954 vintage.

VIA runs a tour on this train to The Pas, Churchill and Flin Flon. The rear three sleepers were for that tour group. The cars would be spotted at The Pas for their use while they took a tour of Flin Flon. Roy Wilson had been herded out of retirement to serve as tour leader. What a find he was! He had been a CN sleeping car supervisor for years, and now VIA used him as one of their tour guides on these special tours, He provided all the passengers with a wealth of information about the area and about the train.

Early the next morning we arrived at The Pas, a French-Canadian trading town. "Le Pas" means the straits in French, and the Indians had the same name for it. It was an interesting town, with a mixed train to Lynn Lake (which of course I also took). The F units are serviced at The Pas and there was plenty of time to take pictures and wander around in the approximately 2-hour layover.

A CN yard and engine facility is located here, and the baggage car and two coaches used on the Lynn Lake mixed train are here (the coaches being six-axle heavyweights from the late 1930s).



Southbound HUDSON BAY at Churchill. Photo by the author.

We trundled over a bridge on our way to Flin Flon Junction and Thompson. Flin Flon Junction had an accommodation train for miners until 1980, when it was discontinued. It was not yet grain shipping season, so there were no meets or delays. The train proceeds slowly because the roadbed is built on tundra. Tundra is like a sponge--when dry it is hard, but when wet it can and does give way. Since it was raining for most of the trip, our train never did much over 50mph.

The first class lounge seemed to be the place to set up housekeeping, along with the members of the tour. They were the usual assortment of elderly, wealthy American women with blue hair and sneakers. Soon the drinks began to flow, and so did the conversation. One man and his wife have owned a fishing camp at Lake-of-the-Woods; another women from New York made gloves from deer skin and was a taxidermist; another couple were from a bird watchers' group in Maryland; and several others wanted to see polar bears (thankfully, none were seen).

Roy Wilson had arranged a tour of Thompson during our 1½-hour layover, and told the rest of the passengers that there was room for them to come along if they paid the bus operator. So for two dollars we saw the nova mining town of Thompson via a school bus. Getting into and out of Thompson required a wye in each direction, and was great for photographing the train.

From Thompson to Churchill the rain came down in bucketfuls, and the northern tundra became rather dreary. If you like lakes, pine trees and rivers you will really like this country. Most of the stops were at small villages, fishing and hunting camps, and Indian villages.

Taking photos out the Dutch doors was tolerated, and there were many nice shots of rapids and rushing rivers. We arrived in Churchill at 7am, but the diner served breakfast for all those who wished to eat. You get accustomed to first class treatment in Canada. The porter in our sleeper allowed us to leave our luggage on board if we were returning to Winnipeg later that day. And Roy came thru for us again: for $10 we could take a bus tour of the entire area around Churchill. The arrangements were the same--we had to pay the bus operator directly.

The bus proceeded to a national park, "The Fort Prince of Wales." The guides all carried high-powered rifles and escorted us in a group thru this area. I thought that this must be a very rough town, since the guides were so heavily armed. We were assured that the natives were friendly, but that this was the beginning of the bear season. The bus driver, who is also a member of the town council, drove us as far as the roads would take us in search of polar bears. As far as I was concerned, I didn't care if we found any.

Churchill is the site of an abandoned U.S. weather and army base, and is the summer residence of many different species of birds. Bird watchers from all over the world were in great evidence. The insects began to come out after the heavy rainfall, and I began to wonder if I could use one of those high-powered rifles to shoot the mosquitoes. (Those things were big; I know--I'm from New Jersey.) The school, auditorium, swimming pool and library are shared by the entire town, and are used all day and well into the evening. The cafeteria serves the school children, tourists and the townspeople. One had to wonder if there isn't a lesson for American towns here.

On the return trip from Churchill I took the mixed train from The Pas to Lynn Lake. On this train there is baggage checking but no food service. The train crew will prepare breakfast, coffee and sandwiches for a nominal price in order to fill this gap. This trip was uneventful for most of the way, but at each "station" more and more Indians got on the train for the ride into the "big town" of Lynn Lake. I was invited into the caboose and thus avoided the pandemonium in the coach.

On the return trip to The Pas, I connected with the now-discontinued Thompson-Winnipeg accommodation train, which operated opposite the HUDSON BAY. It had an FP-9A in VIA colors, a baggage car, coach, and cafe/coach/food car (it was a coach with a food bar built into the center and tables on one side, and a smoking section on the other). One man operated this car, and gave table service until 1:00am! There was hardly anyone riding this train, so it was possible to reverse the seats and make an informal lower berth. The crew were wondering when VIA would discontinue it, and to their sadness, but not surprise, found out in three months' time.

It is possible to stay over in Churchill, but you will have to remain there at least two days. One day is plenty in order to see the place. Motel space is limited, so early reservations are recommended. The Pas has a motel located one block from the station, and it has a good dining room. Again, because the motel is used by VIA tours, early reservations are recommended. If you have some time in Winnipeg, you might wish to try the PRAIRIE DOG SPECIAL, or on Sundays only the Greater Winnipeg Water District's Sunday-only train to Waugh. Perhaps that line could be the subject of another story.

CONNECTICUT VALLEY SERVICE
by Kevin Gregoire

The NARP Region I-New England regional meeting was held in New Haven on Feb 6 and provided a reason to ride Amtrak's newly renamed Connecticut Valley Service (CVS) between Springfield and New Haven.

I rode a Bonanza Bus the evening before from Pittsfield to Springfield and stayed over at the Holiday Inn, a two-block walk from both the bus and train stations, then departed on the 6:10am BANKERS.

The basic CVS train is a two-car Budd SPV-2000 shuttle connecting to and from about every other NE Corridor train at New Haven, for a total of 7 roundtrips per day, reduced from 12 roundtrips before Oct 1981, which connected to and from about every NE Corridor train at New Haven. The reason for the 2-car trainset was to ensure signal and crossing gate/light activation that a one-car train could not guarantee, I was told. The other CVS trains are the MONTREALER roundtrip between Washington and Montreal during the night and the BANKERS early morning south and mid-evening north between Springfield and Washington roundtrip.

Amtrak closed the huge ex-New York Central-New Haven Springfield Union Station early in its career, opting instead to reopen the old Lyman Street pedestrian tunnel and refurbish it into a waiting room/ticket office. It's an attractive little place, but not as elaborate as its former self.

I walked over from the hotel in the thick early morning fog thru a couple of inches of fresh snow that had fallen during the night, and purchased a $13.75 roundtrip excursion Springfield-New Haven ticket which I consider reasonable by 1982 standards. I then ascended a long flight of stairs to the platform. At the top of the stairs I saw train 141 sitting, F-40 engine 211 idling noisily, supplying HEP to Amcafe 20124 and Amcoaches 21159, 21027, 21068, 21018, and 21100.

Every evening the northbound BANKERS turns on the B&M wye and becomes the southbound BANKERS. The engine idles all night, supplying HEP to keep it and the cars from freezing, as there is no 480-volt standby power source. On an adjacent track two sets of SPV-2000's awaited later assignments.

I climbed onto car 21159 and settled down in the middle of the newly-refurbished coach which boasted a dark red motif which is very pleasing to the eye--a change from the chocolate brown earthtone color scheme of the Heritage Fleet and some earlier Amcoach refurbs.

By the 6:10am departure time, about a dozen passengers had boarded the Amcafe and first two Amcoaches, the only open cars on the train. The last three coaches would open at New York for Corridor traffic, as this was the 10am departure from that city for Washington. Departure was right on the advertised as we pulled out in a westerly direction, curved sharply left at Spring Tower, and headed south with the Connecticut River to our right and the 30-story Bay State West Tower to our left.

It was still dark as we sped thru the fashionable suburb of Longmeadow on the double track Amtrak mainline, over the Connecticut state line into Enfield, which for many years on the New Haven and up until recently on Amtrak was known as Thompsonville. This train doesn't stop at the new little shelter there.

Primarily our speed was in the 60mph-range, but the track looks and feels safe for 79mph running. At Windsor Locks, home of the late Governor Ella Grasso, who was so instrumental in reviving rail passenger service on this line, we passed the old downtown station and stopped about two miles wouth of town, at a new shelter with lots of parking, which was lacking downtown. This factor was said to be the reason for the move. However, there was only one car in its huge parking lot this morning. We didn't stop at Windsor, and arrived at the venerable old New Haven depot in Hartford on time. Here a large crowd boarded from the wooden platform, as I peered out the window looking down thru the huge arched windows into the quiet waiting room and out into the street out front thru equally large windows. This structure is soon to become an intermodal transportation center.

We accelerated out of Hartford as the golden dome of the Capitol Building on the left was just starting to reflect the first rays of daylight. We passed under the Interstate-84 bridge leaving town, which has spawned several unbuilt ramp stubs projecting into nearby Bushnell Park.

We stopped at the old station at Berlin, and then moved on to Meriden, the site of a modern-looking brick station with long covered platform right in the heart of downtown Meriden. The city nearly lost its MONTREALER stop last fall, except for the direct intervention of NARP Director Jim Ullman who lives here. Now it has been restored to the new Feb 7 timetable.

There's another old station in Wallingford but the new stop at North Haven is just a

little shelter in the middle of nowhere, but this train doesn't stop there. From there it's a short run to join the Corridor just east of New Haven, where we pick up the catenary support poles in the distance and run under the wires for the final sprint into New Haven, arriving 5mins early.

There I jumped off and moved up to the head end of the train to watch an engine change. The HEP was disconnected, the F-40 uncoupled, and the locomotive pulled away, popping the air hose connection. A short distance away a bi-directional AEM-7 purred down the track toward the BANKERS. The only noise from the tiny-looking engine was the rush of air from its cooling fans which appeared to intake cool air at wheel level and exhaust it at pantograph level. Amtrak appears to have mastered the engine replacement by now, using a car inspector to couple or uncouple and attach the air hose and an electrician to plug in the HEP cables. The simple operation was complete, and the AEM-7 took #141 off quietly into the distance on time.

The New Haven yard/station is an interesting complex to explore. The old station was closed in 1972 but will reopen sometime next year as an intermodal terminal. Currently, passengers must use the old pedestrian tunnel as their station, as in Springfield. This station project was almost killed with the Reagan budget cuts last year, but managed to survive mainly because Federal Railroad Administrator Robert Blanchette is a native of New Haven. A 900-car parking garage will be built east of the station. Gone are plans for high-level platforms due to the postponement of electrification north to Boston. Engine changes will continue here, and this is easier with low-level platforms. A couple of improvised high-level platforms do exist for the Conrail MU electric trains operating into Grand Central Terminal.

After the NARP meeting (at which I was re-elected to another term on the Board), I was joined by NARP members Walt Gehring of Dalton and Chris Cyphers of Dalton, both of whom had arrived on a later train. We'd all be returning to the Berkshires by an SPV-2000/LAKE SHORE connection.

We boarded CVS train 416, leaving at 4:56 pm, which consisted of SPV-2000's 993 and 992, and sat in a facing seat pair in the middle of the first car to await arrival of our connecting train 94, the COLONIAL. The SPV's are versatile and can be operated singly, in multiple-unit operation, towed in a HEP train, or used pulling other HEP cars. I've heard that one SPV can pull and supply HEP to two Amfleet cars, making possible interesting consists.

Train 94 was reported 10mins late, but actually arrived 15mins late and unloaded a huge throng of people, most of whom boarded our train. We had only a 21-min connection at Springfield to the LAKE SHORE, so I was anticipating a tight meet and mentally started mapping out my plan for a quick bailout and mad dash to train 449.

We finally departed, headed east, then north up the Springfield line as the sun was setting brillinatly in the west, coloring the sky a bright crimson. We stopped at North Haven and discharged a few passengers, and made up time according to the timetable at every stop--Wallingford, Meriden, Berlin.

At Hartford almost everyone left and the train departed at 6pm, only 6mins late. We stopped at Windsor, Windsor Locks, then crossed the Connecticut River Bridge and arrived at Enfield. The crew said there were 10mins of pad time in the schedule out of Enfield, and sure enough we reached Springfield a minute early. Indeed, the new Feb 7 schedules take 5mins less to operate, and a 26-min connection to the LAKE SHORE. Even so, we didn't have a very long wait at Springfield as we changed platforms and found the LAKE SHORE running early by about 5mins.

We boarded and adjourned to the Amcafe temporarily substituting for one of the lounge cars which was at Beech Grove for modification. Walt and Chris ordered sandwiches and hamburgers, but I opted for an unadvertised special tray meal. For $4.25 I got a barbecued boneless short ribs of beef dinner with baked potato, three-bean salad, roll, butter, and triple layered chocolate cake. This was similar to a meal I paid $6.75 for on the ZEPHYR and equally as good.

It's fun to eat and look out the window at the passing scenery. After Westfield it's quite rural as you pass thru the little mill towns of the Pioneer Valley, under the gigantic Massachusetts Turnpike bridge at Woronoco, then begin the climb into the rugged foothills of the Berkshires.

At Russell we were alerted to an eastbound freight in emergency, so we slowed down in case it had derailed in our path. It hadn't, but had blocked the main street in Huntington --not a major problem at this time of night.

We climbed past Chester by the stone arch bridges along the former main line thru rock cuts at Middlefield so clogged with ice that a flame thrower had been used to melt the ice back there thru Becket and the deep cut at Washington, finally cresting and rolling thru Hinsdale, then downhill into Dalton, a spectacular nighttime view of Pittsfield in the distance on our right.

We went thru the interlocking at the North Adams Junction, switching to the TCS eastbound track so we could stop at the one platform in Pittsfield where we arrived about 5mins late. Thus we combined a convenient connecting Corridor train with an excellent long-haul train. Keep up the good work,

Amtrak, and in the future this will be possible in more and more places nationwide. A good interconnecting network is the key to future success of this system.

URBAN-SUBURBAN TRANSIT (continued from page 6)

CONRAIL'S HUDSON LINE between New York City and Poughkeepsie was disrupted on Mar 18 when only about 9 of 36 engineers on the morning shift did not report for work. They were protesting new work rules that eliminated crew changes at Croton-Harmon. Rush hours had cancelled and combined trains, and delays of up to 30 minutes.

BART HAS UNDERGONE a running feud for a number of months with flea market vendors who use the Ashby Avenue (Berkeley) station on weekends. BART and the vendors had a contract for use of the parking lot for a flea market, but BART decided not to renew the contract, and the vendors fought back. After winning a number of court battles against BART, the vendors now await a final decison from a Berkeley city judge who on Mar 23 agreed to take the case under submission.

CONTROVERSIAL WESTWAY HIGHWAY project in New York City should be ended, argues Sydney H. Schanberg in the NY Times (Mar 20). "Trying to spend $4 billion that doesn't exist on a project that can't happen is too airy even for the stuff of daydreams." It's time to "disconnect its fairy-tale life-support systems."

METROPOLITAN TRANSPORTATION COMMISSION in the Bay Area met on Mar 22 to work out upcoming budgets for BART, San Francisco Muni and AC Transit. An AC Transit fare increase from 50¢ to 60¢ is expected, but public hearings on a 75¢ fare will be held in April.

NEW YORK'S MTA on Mar 17 offered bus and subway unions a 3-year instead of a 2-year contract proposal. A number of items in the proposal are aimed at increasing productivity and broadening management's options.

GRADE CROSSING COLLISION ON LONG ISLAND RAIL ROAD KILLS NINE TEEN-AGERS

A van containing ten teen-agers returning from a party at 2:18am on Mar 14 drove around crossing gates in Mineola NY and was struck by a four-car diesel-powered Long Island Rail Road train, the 2:03am train from Jamaica to Port Jefferson. Nine of the 10 were killed, and the tenth remained in critical condition with a fractured skull and leg injuries. Later reports indicated a legally intoxicated condition in the person who was believed driving the van, a 1981 Ford. The train was traveling at 65mph and was carrying 25 people. Witnesses said the van drove around other parked cars and onto the tracks. After the impact the van rolled over the third rail, but the electricity was not believed a contributor to the victims' injuries. Townspeople told investigators that the crossing gates at the location, on Herricks Road, frequently malfunction and remain in a closed position for long periods of time, leading drivers to ignore them. The gates were found by investigators to be in perfect working order. It was called the worst motor vehicle accident in the history of Long Island. A total of 10 people were killed on the LIRR last year, and 10 in 1980.

DEPARTMENT OF CORRECTIONS:

In our last issue, on page 20 the COAST STARLIGHT was given as train 17; that should read train 11 of the 17th.

In our last issue, page 7, the price of a bedroom Madrid-Lisbon should be $36, rather than $50.

"THE PANIC BOX" will appear again in our next issue.

News in this issue is updated thru March 23, 1982.

SAN DIEGO SEES THE GIANT SUPERLINERS
by Walt Stringer

For the past several years Amtrak has enjoyed great promotional success with its Family Days displays and train rides, and those of us who live in "America's Finest City" (otherwise known as San Diego) had the opportunity to enjoy the event on the weekend of March 13-14. Local promotion began about one week before the event, and Santa Fe took advantage of the media attention to announce its development plans for the depot area, located near the waterfront downtown.

Our Family Days were organized like most others--an equipment display, a short push-pull shuttle to Miramar siding interlocking, local transit equipment, and various displays in the main station. About 20,000 visitors were expected, and despite fair-poor weather (Sunday's weather was miserable), the goal was reportedly met. The shuttle train (capacity about 300) sold out on every trip at three dollars a head, and was the favorite.

On Thursday the 11th the first equipment arrived as a Santa Fe CF7 pulled Pacific Southwest Railway Museum private car 1509 from its usual spot on the Embarcadero over to the depot. Later that day, on SAN DIEGAN #576 (arrives at 2:55pm), the locomotives and Superliner and Amfleet cars came in and were switched accordingly. On Friday, local personnel spent the day setting up displays and barricades, and in general getting ready.

The display cars were lined up, in walk-thru order, as follows: PSRMA 1509 (open-platform observation car), Amcoach 21804, Amcafe 20041, Hi-level transition coach/dorm 39902, Superliners sleeper 32026, coach 34041, diner 38017, lounge-cafe 33005. One Amtrak person was stationed in each car to answer the endless questions.

The shuttle train consisted of F-40 diesel 235, Superliner cars coach-baggage 31037, coaches 34072, 34073, 34083, and F-40 291.

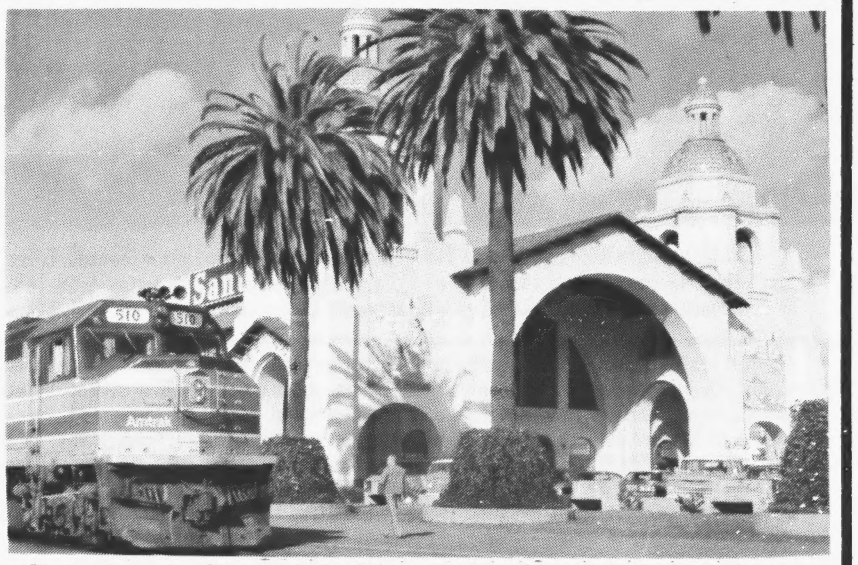
Buses on display were a North County Transit Grumman, a Trailways Eagle, and a San Diego Transit MAN diesel articulated #1001. In the depot, Amtrak people manned booths quoting schedules and fares. Other displays were mounted by Citizens for Rail California, San Diego Transit, Horton Plaza group, MTDB-San Diego Trolley, Mexicoach, Santa Fe, Ajax Rent-a-Car, and Amtrak.

Shuttle operations were the most interesting. Originally, the rides were to be offered every 90 minutes from 10am until 5:30pm, but apparently Santa Fe discovered that this would result in a very busy Saturday for the 4th district dispatcher, what with the regular SAN DIEGANS and even the Escondido Local running. The actual schedule was 9:15, 10:45, 1:30, 3:15, and 5pm. If you study the Amtrak schedule, you will note that this avoids any meets except near downtown San Diego.

Miramar interlocking, about 11 miles from downtown, is at the summit of the mesa Santa Fe climbs between Del Mar and San Diego. North of this summit lies the steep grade of the Sorrento Valley, and south of the interlocking is a lesser grade down to Rose Canyon and San Diego. The railroad is double track for about two miles down to Elvira, then single-track to Old Town, where CTC ends and it's double track (industrial area) to the depot. The shuttle took 45-50 minutes for the roundtrip and ran at maximum speed much of the way, including the climb to Miramar. The trailing engine was shut down in each direction, but there were personnel in both units. Between the first and second trips on Saturday a minor air leak developed on a Superliner, but on Sunday things got more interesting. Engine 291 was removed and Santa Fe CF7s 2626 and 2566 were on the north end of the first trip. Second trip, the 2626 had vanished and 2566 pulled by itself, to my camera's enjoyment.

Regular Amtrak service was heavier than normal, too. Every train I saw was doubleheaded, and the first arrival Saturday had nine Amfleet cars (one coach was dropped at San Diego). The 3pm departure Saturday had a baggage car and six Amfleet cars. The 8:45 departure Sunday had six cars and ran 30mins late, while the first train down Sunday was quite late for unknown reasons. Due to spillover business, the San Diego Trolley ran two 3-car trains Saturday.

Amtrak undoubtedly made many friends this weekend, and it was great to see passenger rail transportation celebrated and promoted successfully. Considering the attitudes and performance of the 60's and 70's, perhaps this is the Dawn of a New Era in Rail Transport.



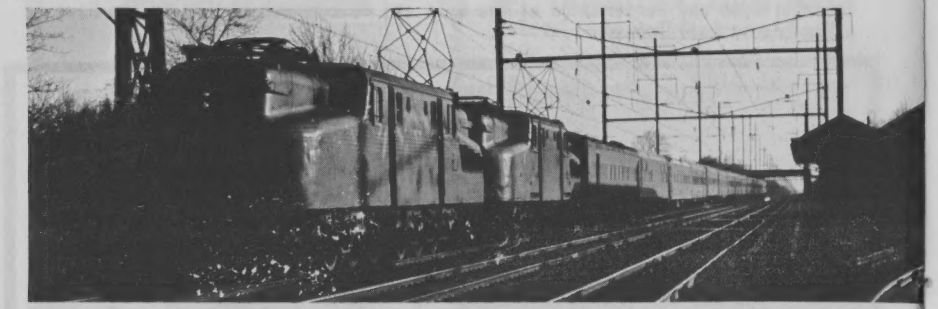
The handsome San Diego Amtrak station in an earlier photo by Peter Bretz.

LAST RUN OF STEAM-HEATED CARS
by C. Allan Breen

On March 8 when the SILVER STAR left Miami and St. Petersburg for New York, it was the last operation of steam-heated equipment on that train, the last Amtrak train to still be using such cars. When the train reached Washington, Amtrak arranged to power it from there to New York with two GG-1 electric locomotives borrowed from New Jersey DOT. In the rear observation car an Amtrak party was ensconced. For further details, see Mixed Train of Thoughts.

It's cold enough to appreciate the steam heat on NJ Transit's 6:31am Raritan Valley Local to Newark as I board in Roselle Park on March 9. On the point today is #4120, an F40PH-2 trailed by almost an entire train of ex-Missouri Pacific coaches plus a GP40P. This is my first sighting of the new F40's in operation. They bring an Amtrak-like sound and appearance to the former Jersey Central Line.

Early the previous evening I received word that Amtrak would operate what would be their last steam-heated passenger equipment set on the SILVER STAR, #82 from Miami. Before the night was over I decided I should ride it north from Washington, since I didn't have to be at the office that day. No. 82 would also be carrying Amtrak's last prepared-on-board full dining car. This may very well be my last chance to enjoy the pleasures of a true dining car in the United States, as in the future the only ones should be on the RIO GRANDE ZEPHYR and an occasional private car move.



Amtrak train 82 heads north toward New York City, passing Nassau Tower at Princeton NJ, 48 miles from its final destination. Observation car 3343 on the rear brings up the tail of this historic train which has traveled almost all the 2053 miles from St. Petersburg to New York on the last regularly-scheduled steam-heated/air-conditioned Amtrak train. Train left Florida the previous day, March 8. Photos by John J. Kilbride, Jr.

The initial journey in the Corridor begins on a NJ Transit Jersey Arrow to Trenton. Due to my complex ticketing today there is considerable saving by purchasing a thru Conrail fare Newark to Philadelphia at $5.70, about one-third of the regular Amtrak one-way fare. This makes one think of a No Man's Land fare, as NJ Transit and SEPTA have not raised it along with their other fares. And Conrail seems to ignore it. Altho I'm told they are working on it.

An on-time arrival at 8:01am in Trenton with the across-the-platform transfer to the 9-minute SEPTA connection to Philadelphia. Into the roomy and airy Silverliner I step. Soon I realize that they lack the quiet and comfort of the Jersey Arrows. Comfortable upholstery and carpeting make the difference in the Arrows. These locals provide a better look at the NE Corridor Improvement work than do

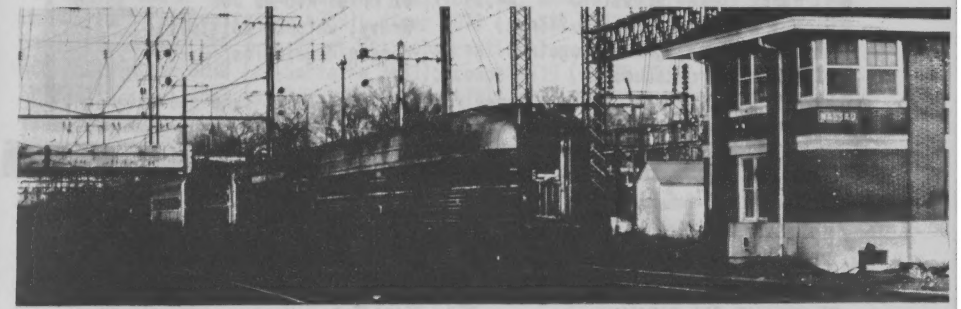
the Amtrak trains for one who is interested in such things.

On time in 30th Street station, I am able to catch the MONTREALER, #61, since it is running 30mins late today, instead of the later PALMETTO #89. Many cars are out of water by now on the MONTREALER, and the forward vestibules are packed with snow, indicating weather conditions to the north are different than the clear to cloudy conditions we are experiencing in the Middle Atlantic States. Our arrival in Washington of 11:17am leaves us only 11 minutes late due to end-leg padding in the schedule.

Once in Washington I head for the Metro Red Line. A quick dash is made up the newest extension to Van Ness-UDC, then an aborted attempt to catch #82 at Alexandria via the Blue Line and a bus connection returns me to Union Station at 1:20pm. Train 82 is reported 20mins late.

It arrives at 1:30pm. At 1:37 I proceed down the stairway to Gate L-26. At the bottom is a very grimy conventional steam train. The entire train, with the exception of the engines, could use a good bath and polishing. For this historic occasion Amtrak provided two clean GG-1's for the last leg to New York. They are NJDOT #4877 in Tuscan red with gold stripes, in the lead, and NJDOT #4881 trailing in somber black. About a dozen people are milling around these engines, watching the steam billowing into the atmosphere. Then Washington Terminal police chase fans away who were wanting to get their engine photos. As I'm taking flash pictures in the diner, the train starts to roll. It's 2:10pm, 30mins late.

The last supper comes early on Amtrak. Early Bird Dinner starts at 2:00pm. I sit down to dinner at 2:20, as I'm not sure there is anything later. Altho Amtrak had given up on real dinners some time ago, what is served and the way it is served is far superior to what will be the replacement. The Prime Rib au Jus dinner is tasty and acceptable. But one would not rave about it as you could with many railroad dining car meals as recently as the late 1960s. Only twelve people are seated at the "last supper" (8 passengers, 4 crew). It's hard to believe that such things as china plates and cups, flatware and glasses will only



be sitting on railroad museum shelves (cloth napkins and glasses are already there). Dinner is quick today, as it is only an accommodation now. It spans 40 minutes as soup and salad have been discontinued. Most of the dining car crew seem concerned about unemployment after this last run. A disgruntled cook remarks, "Amtrak has wrecked the whole system--the whole thing." The steward says, "You have to remember the good times, and we had them." They are all just going thru the motions today, and you can't blame them for that.

After dinner, passengers are relaxing in the mid-train lounge observation #3331. The conductor enters and remarks to the two trainmen, "Hoo-boy, it's hot in here!" One trainman suggests they move to a cooler car to the rear. All three are in agreement, and leave for the remainder of the trip. This could have been

their last chance to experience the best advantage of steam heat over electric on a cold winter day-- The ability to warm the bones because of its continuous intense heat. Many passengers talk of this being the last run for this train. Some even think there will be no more trains to Florida. After an hour of the "sauna" in the lounge, I return to a cooler coach too.

I've always thought that the real reason for the disappearance of steam-heated equipment was the necessity of top-flight maintenance for a reliable operation--a tough commodity to find in the U.S. these days. With electric power it's pretty much plug it in and flip the switch.

The lounge counter closes at 4:15pm. Three stragglers are seen leaving the diner in Philadelphia. Now the setting sun intensifies the opaqueness of the muddy Lexan windows. Then a huge black cloud of smoke passes by from an explosion at the Allied Chemical plant north of the Frankford curve. As we near New York a few fans are seen photographing the GG-1s on what probably will be their last run the full length of the Corridor. The 40-year-old plus G's move us along at 85 to 90mph across much of the Garden State. Into the black tube, and the end of the trip is near. A 6pm New York Penn Station arrival is 13mins off the advertised--on time by Amtrak standards.

Steam-heated equipment remains on some commuter lines. But after 120 years of dining car history in the U.S., only the Rio Grande carries on the tradition of the great dining experience on the rails. Maybe some good will come of Amtrak's switch to meals from the assembly line. Already there is no more waiting in line to get seated to eat. Maybe food vendors will appear at station platforms along the way to service passengers as in Mexico. As for me, I think I'll be brown-bagging it.

EARLY BIRD DINNER MENU, SILVER STAR, March 9, 1982

ENTREE SELECTION:

#1 Roast Turkey Breast Giblet gravy, country stuffing, sweet potatoes, graden vegetables, cranberry sauce.	$4.75	#2 Prime Rib au Jus Gravy, whipped potatoes, garden vegetables.	$6.00

ENTREE SELECTION INCLUDES: Dinner roll, butter, lemon cake and beverage.

Mixed Train of Thoughts

RE-ROUTING THE BROADWAY: Because of Conrail's plan to downgrade its line between Valparaiso IN and Bucyrus OH, Amtrak is searching for another routing of the BROADWAY LIMITED in that area. James L. Larson, Amtrak's chief man for negotiating all operating schedules with the railroads, has been prowling around this month in eastern Ohio in search of an alternate route. Using Amtrak inspection car 10,000, Mr. Larson traveled from Washington to Connellsville PA on Mar 14 on train 441, the CAPITOL LIMITED. On Mar 16 his car ran on a special train from Connellsville to Chicago. On Mar 17 it ran on a special from Chicago to Cleveland, and on Mar 18 from Cleveland to Orrville OH and then to Crestline OH. On Mar 18 Mr. Larson and car 10,000 left Crestline for Washington on train 440. Some unlikely but interesting suggestions have surfaced in Washington on the search for a re-routing.: (1) Conrail via Alliance OH to Cleveland is the most likely alternative. During the second week of March, both trains 40 and 41 detoured over that line. It has been upgraded with welded rail. It would mean a connector would have to be constructed at the east end of the Cleveland station so the train could get into the station. The connector would not be a cheap item,

but would involve power switches and signals, etc. Without the connecting track, a backup move would be necessary into the station. (2) Using the former Erie track from Youngstown to Cleveland is apparently out of the question because Conrail is trying to abandon that line. A connector would be necessary also. (3) Westbound from Pittsburgh via the N&W, thru Mingo Junction, Brewster OH, Bellevue and finally into Toledo. (4) Conrail is offering their track from Bucyrus OH via Carruthers, Tiffin and Toledo. Conrail is performing a massive rebuilding of that line this summer. (5) Exit eastbound from Chicago on the PRR; 35 miles out at Hobart IN, build a short connector onto the Nickel Plate; thence eastbound via Valparaiso and Fort Wayne; continue east to Fostoria OH; get on the B&O at Fostoria going east thru Akron and Youngstown; then finally Conrail into Pittsburgh. It is believed that all suggestions of re-routing the BROADWAY will meet with stiff resistance from people in Fort Wayne and Lima OH. Congressmen are already screaming at Conrail for trying to downgrade the line.....

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LAST STEAM-HEATED TRAIN on Amtrak, the subject of the article starting on page 14, had a very special consist, reportedly planned by certain people in Amtrak's operations center so that many former railroads would be represented by the various cars on the train. SDP-40F engines 631 and 639 ran Miami-Washington. SDP-40F 634 ran St. Petersburg-Jacksonville on that section of the train. From Washington to New York NJ Transit GG-1 #4877 in Tuscan red paint operated on the point; it is ex-Penn Central 4877, ex-Pennsylvania RR 4877. Behind it came NJ Transit's GG-1 #4881 in black (ex-PC 4881, ex-PRR 4881). Behind the engines were the following cars: baggage 1271 (ex-1172, ex-Santa Fe 3455)(Miami-Washington); baggage-dorm 1409 (ex-U.S. Army hospital car 89521); sleeper 2530 "Bobolink" (ex-2010, ex-Seaboard Coast Line 6700, ex-B&O 7100); sleeper 2851 "Enoree River" (ex-Southern Rwy 2004); sleeper 2836 "Missouri Valley" (ex-PC 4276, ex-New York Central 10136); coach 5807 (ex-L&N 3245, ex-C&EI 484); coach 5429 (ex-PC 4049, ex-PRR 4049); coach 4467 (ex-Southern Pacific 2213, ex-CNW 3479); coach 5016 "Silver Halter" (ex-Burlington 4739); diner 8013 (ex-SCL 5913, ex-Seaboard Air Line 6108) (foregoing all from Miami-NY); observation lounge 3331 (ex-SCL 5831, ex-ACL 252); diner 8033 (ex-Santa Fe 1481); coach 4419 (ex-SP 2232, ex-TNO 444, ex-SP 2371); coach 4553 (ex-Great Northern 5479); coach 5017 "Silver Cinch" (ex-Burlington 4740); sleeper 2704 "West Palm Beach" (ex-SCL 6627, ex-SAL 42); observation lounge 3343 (ex-SCL 5843, ex-SAL 6603)(foregoing from St. Petersburg to New York). The two lounges are rear observation cars fitted with diaphragms for mid-train use. Car 3331 is a blunt-end car, while 3343 is round-end. Those two cars and the following are scheduled for retirement: 2851, 5429, 4467, 8013, 8033, and 4553. The rest are on Amtrak's list for conversion to HEP. (Many thanks to several contributors who supplied information on this last run).....

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AMFLEET II CARS have now (as of Mar 20) numbered up thru car 25034 on the Florida trains, according to a Sanford FL observer. But nos. 25021-25028 have not been seen there. Our Sanford reader also disagrees with the report last issue that the SILVER STAR ran 18 cars in the winter season; it has varied between 12 and 17 cars, mostly around 14-15, running thru Sanford. No Amfleet II lounges have been seen on the trains there recently. It is reported that Amtrak has about 18 Amfleet II cars, as of Mar 15. The strike at Westinghouse Air Brake Co. is slowing down delivery of the cars, but not evidently stopping it totally.....

THE ADIRONDACK MAY be discontinued. New York governor Hugh Carey has proposed a budget for next fiscal year, which begins Apr 1 for New York, that eliminates 403-b funding for the NY-Montreal train. Its present contract will allow it to run at least until Jun 30. NARP has asked supporters of the train, particularly in New York State, to write legislators in support of it.....

CHICAGO-TORONTO PROPOSED day train, a joint Amtrak-VIA operation like the MAPLE LEAF, running via Port Huron, is the subject of conflicting reports, NARP says that plans to run the train by flipping the BLUE WATER's schedule have been shelved for the time being. Reasons: funding from the state of Michigan is very iffy at this time; the present schedule of the BLUE WATER is very popular; and VIA did not want to change its schedules. But information from other Washington sources indicates that the train is on a front burner and that VIA is so pleased with MAPLE LEAF ridership that they are anxious to get the service started.....

THE CARDINAL'S RIDERSHIP has been so good that a fourth coach will be added as a regular component.....

MICHIGAN'S FUNDING PROBLEMS for transportation appear to stem from the fact that an ex-Greyhound official, Jerome Rudnick, is influential in the state DOT. NARP corrected its earlier report, repeated here, that the Michigan DOT is looking for ways to solve the funding pinch of the MICHIGAN EXECUTIVE. Actually the train will continue running until at least June 1 only because of a 90-day notice clause in the 403-b contract the state has with Amtrak. Even tho the Detroit Free Press ran a pro-MICHIGAN EXECUTIVE editorial on Mar 7, hope for the train seems slim. NARP reports that budget cuts have come down rather heavily on rail in the state. Besides the EXECUTIVE funding cut, the state's Passenger Service Aid program has been eliminated (as reported here earlier) and the rail freight program has been hit. NARP said that a planned Grand Rapids train has been officially deferred for six months, and may be dead.....

REAGAN'S NEW NOMINEES to the Amtrak Board: announced Mar 15 were Indiana Governor Robert Orr; UTU president emeritus Charles Luna (who was previously on the Board); and Ross Rowland. Rowland, of Bernardsville NJ, is a steam train enthusiast who founded and headed the Steam Locomotive Corp. of America and American Coal Enterprises Inc., and founded the High Iron Company which ran steam excursions from 1966-72, and the American Freedom Train Foundation which operated the Freedom Train during the Bicentennial years 1975-76. He evidently would like to see the steam locomotive revived in the modern era.....

CELEBRITIES ON TRAINS: On Mar 9 Ed McMahon of the Johnny Carson TV show and his wife were seen at the Oakland CA station boarding the eastbound SAN FRANCISCO ZEPHYR heading towards Chicago.....

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CHANGEOVER TO HEP from the former steam-powered equipment was completed 3966 days after the creation of Amtrak, NARP pointed out this month.....

NARP'S ROSS CAPON was on a radio call-in show on station WGY in Schenectady NY on Mar 4, and he reported that all the callers had pro-public transit orientations, with the exception of the first caller, a woman who lived near a place where Amtrak idles its locomotives all night.....

SPIRIT OF CALIFORNIA ad on our rear cover requires explanation: promoters of the train have been appalled at the rock-bottom advertising push it has received, so some of them have set out to help single-handedly. George Falcon, publisher of Key magazine in Southern California, is running this ad in his magazine. He had Caltrans's Rich Tolmach prepare the ad for him, and Caltrans Director Adriana Gianturco checked it out and said she "dug it." Note that the drawing of the train is a re-working of an earlier Tolmach drawing that we reproduced on the cover of RTN 176 in June 1978. Anyone who would like to reproduce and circulate this ad, as well as the one which appeared in our issues #236 on is welcome to do so, for the cause.....

NEW AMTRAK FARES will take effect in April, but a surprise change was issued by Amtrak this month, effective Mar 10: the handicapped bedroom on Superliners now has a lower fare, between that of the economy and deluxe rooms. Previously it was treated as a deluxe room fare.....

THE ABOVE PHOTOGRAPH, which was not ready in time to appear in our last issue, is of steam engine 73 which has been rebuilt and will run excursions this year on the White Pass & Yukon Railroad. See issue 240 for more information on the excursions and on general railroad operations.....

THE COAST STARLIGHT, when it is re-routed to serve Marysville, Chico and Sacramento starting Apr 25 (with the changeover to Daylight Saving Time), will operate 30mins earlier northbound, leaving L.A. at 10:15am and reaching Seattle at 6:30pm (taking an hour longer for the trip because of the changed route). Southbound, it will leave Seattle at 11am (a half-hour earlier) and reach L.A. a half-hour later than the present schedule. The SPIRIT OF CALIFORNIA will operate 30 minutes earlier southbound to mesh with these changed schedules. Two SAN JOAQUINS, #708 and 709, will run 15mins earlier to maintain connections with the STARLIGHT. There will be a special inaugural program for the STARLIGHT re-routing on Apr 23.....

SAN DIEGAN LINE'S "Bullet Train" engineering study results will be released to the public on Mar 31 in press conferences in New York and L.A., Amtrak said.....

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FUNDS TO SUPPORT the NORTH STAR--$200,000 for 1982-83--were voted by both houses of the Minnesota legislature and sent to the governor for his signature in mid-March.....

AMTRAK'S FAMILY PLAN fares were re-interpreted early in March so that the plan will now include persons of the same sex who are legally married to each other. Also, adults under age 22 who are legally adopted (which is possible in some states) will be eligible for family plan fares when traveling with a legal guardian.....

SPIRIT OF CALIFORNIA northbound derailed on Mar 12 six miles north of San Luis Obispo at a siding called Chorro (MP 246.3), due to a broken rail, at 1:30 am. The locomotive, baggage car and sleeper and the front wheels of the Amdinette derailed at a speed of 25mph on an uphill grade. The 100 passengers were bused on. There were no injuries. Track was restored to service about noon, with no other passenger train schedule disruptions except that southbound SPIRIT passengers were bused on from Santa Margarita.....

CITY OF NORWALK will be added in the near future to the SAN DIEGAN route. The L.A. County Transportation Commission on Feb 24 okayed funds to build a station and parking lot there and to improve tracks.....

SCL FREIGHT DERAILMENT caused by braking to avoid hitting a stalled car at Campville, north of Ocala FL on Mar 13 caused the SILVER METEOR to run complete via Orlando and separate at Auburndale both directions.....

OLD MAP KIT
Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.
The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

** NEW **
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QUOTES OF THE WEEK***

"Previous (transportation) directors were not controversial because most of the decisions happened behind closed doors. There were no public debates. There was no discussion of 'Do we want more transit? Or should we be concentrating on freeways?' That just happened. And that's all changed now."

--Caltrans Director Adriana Gianturco quoted in Los Angeles Times March 1.

SLIP OF THE MONTH CLUB***

"The run between Oakland and Sacramento (on the SPIRIT OF CALIFORNIA) is scenic, with much of the trip paralleling the wide Sacramento River."

--Kevin McKinney in Passenger Train Journal, January.

(They detoured on the Sacramento Northern?)

A GOLDEN OPPORTUNITY.....

Historic Muni Car #178 has returned to San Francisco from the California Railway Museum for a limited time. Now you can ride this exquisitely restored 1923 "Iron Monster" in it's native Muni Railway habitat. Saturday excursions will run on MARCH 27 and APRIL 17, from 1 to 5 pm.

Fare: $18.00 each day. Reservations and information from BAERRA Muni Trip, 855 Pine Street #7, San Francisco, CA 94108. Phone (415) 433-5457.

MAGNIFICENT HEARST CASTLE IN SPRING.....

Join BAERRA on a relaxing Springtime visit to San Luis Obispo, Morro Bay, and Hearst Castle. This escorted tour from Bay Area or Southern California stations departs Saturday morning, APRIL 17, via AMTRAK COAST STARLIGHT. Trip returns Sunday evening, APRIL 18.

Fares, including overnite lodging: $122 single or $108 twin room. Reservations and information from BAERRA Hearst Castle, 832 Elizabeth Street, San Francisco, CA 94114. Phone (415) 824-4819.

CARS & CONSISTS

*MoPac special train, lv St. Louis Mar 2 via Dupo, Illmo, Paragould, Wynne, McGhee, Monroe, Alexandria, Beaumont to Houston, ar 1:30am Mar 3, lv noon Mar 3 to Brownsville & back to San Antonio & Laredo, overnight in Brownsville & San Antonio. Engine MoPac 4831; cars business cars Mopac 2, Mopac 10, UP 100, Mopac 1, Mopac 11, MoPac 8.

LAKE SHORE LIMITED, train 49, Elkhart IN Mar 6: engines 351, 343; cars 1619, 2053, 2438, 4627, 4730, 4004, 3110, 8502, 4616, 4602, 2933, 1264. Train 48, Elkhart Mar 7: engines 346, 355; cars 1612, 2052, 2446, 4003, 4000, 4619, 3105, 8526, 4613, 21116, 2430, 1161. *Substitute for Heritage coach.

*EMPIRE BUILDER, Portland section, train 28, Feb 18: engine 218, car 34011 (makeup train due to delay). Train 8, St. Paul, Mar 13: engines 323, 295; cars 1204, Hi-level 39911, Superliners 32067, 34091, 34068, 38016, 33024, 31045, 32057 (last 3 cars from Portland).

*SAN DIEGAN, train 584, Feb 23: engine 220; cars 1379, 21255, 21182, 20051, 21251, 21268, private car "City of Cleveland." Train 581, Feb 24: engine 221; cars 21255, 21182, 20051, 21251, 21268, "City of Cleveland." Train 573, Feb 27: engines 251, 242; cars 1379, 21231, 21185, 20052, 21250, 21254, 21259, private car "Cyrus K. Holliday." Train 574: same except 21265 instead of 21259.

*HOOSIER STATE, train 317, Feb 20: engines 316, 243; cars 20003, 21127, 10000.

*CARDINAL, train 50, Feb 21: engine 355; cars 1354, 4626, 4622, 8503, (to NY:) 4648, 4703, 2461, (to Washington:) 10000.

*SOUTHWEST LIMITED, train 3, Feb 20: engines 292, 285; cars 1160, 1249, Hi-level 39908, Superliners 31020, 34053, Hi-level 39972, Superliners 38002, 32062, 32016, (on at Albuquerque, Family Days display cars:) 32014, 33005, 38017, 34041. Train 4, Feb 20: engines 238, 246; cars 1203, 1155, Hi-level 39906, Superliners 31016, 34046, 33015, 38013, 32023, 32013, (on at Albuquerque, Family Days display cars:) 10090, 10091.

*PALMETTO, train 89, Feb 20: engines RF&P 122 (Wash-Richmond), Atk 914 (AEM-7, NY-Wash), Atk 270 (Wash-Savannah); cars 1222, 21882, 21822, 20214, 21019, 21060, 21114, 21141, 20030, 21013, 21073, 1131.

*SPIRIT OF CALIFORNIA, train 15, Feb 21: engine 244; cars 1129, 2988, 2991, 20225, 21851, 21849, 21876, private car "City of Cleveland" (Oakland-L.A.).

*SILVER STAR, train 82, Feb 22: engines 385, 386; cars 1252, 1630, 2447, 2915, 25003 & 25013 (Amfleet II), 4015, 4721, 8519, 3118, 4020, 4631, 4001, 4641, 2920, SCL 310 business car Jacksonville-Richmond.

RAIL FANTRIPS

Apr 23-25: Tourist Rwy Ass'n spring meeting at Mad River & NKP RR Museum, PO Box 42, Bellevue OH 44811. Slide shows, seminars, hospitality hours, dinner. Members $15, wives $10, guests $15. Location: 253 South West Street, Bellevue.

May 1: "Springtime in the Mother Lode"; SPIRIT OF CAL. Oakland-Sacramento, bus to Jackson & Mother Lode country, Cal St. RR Museum on 1st anniv., train back to Oak. $44 ($49 San Jose). NRHS, 316 Innisfree Dr, Daly City CA 94015.

May 15-16: "Day White Mountains Express" recreation; Boston-White River Jct-Whitefield NH-Berlin & Groveton NH RT. $140 double incl room. MBTA equipment. ($160 after 5/1). Mass Bay RR Enthusiasts, Box 136, Ward Hill MA 01830.

May 16: Harrisburg PA-Baltimore (train)-Annapolis (bus & boat) RT. 6am-10:45pm. $36.50 RT, by May 8, no refunds. Board at Hsbg, Lancaster, Elizabethtown, Paoli. Lancaster Chap., NRHS, 342 West Fritz Ave, Quarryville PA 17566.

May 22: Maryland Midland Rwy, with Whitcomb center-cab diesel, dome diner; all 17 mis Walkersville-Taneytown MD RT; runbys, photo stops. $16 ($28 incl bus from Phila). Phila Chapter NRHS, Box 7302, Phila PA 19101. 215-947-5769 eves.

Jun 12-Jul 4: "Steam to the Midnight Sun" trip to Scandinavia; 7 days behind steam on non-steam lines. $2885 double incl air fare. $400 deposit by Apr 30. Phila Chap NRHS Scan. Tour c/o Glen Roc Travel, 194 Scotch Rd Trenton NJ 08628.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

EXPRESS ADS

VIA RAIL CANADA, AMTRAK, EURAIL PASS, 20th CENTURY RAIL TOURS - tickets and reservations - WE KNOW HOW! One call does it all. Pay by credit card or check. Tickets mailed directly to you. Contact GREAT WESTERN TOURS, masters of rail travel, Sheraton Palace Hotel, Suite 900, San Francisco 94105. (415) 398-2994.

DINING CAR CHINA, glasses, silver, cloth. Timetables, guides, stationery, rules, metal & Pullman items, annual reports. Many railroads. Long stamped envelope brings list. J. McClellan, 1752 S. Wichita, Wichita, KS 67213. Will buy items.

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region. $11.50 (Pennsylvanians, add 69¢ tax). $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090.

Switzerland, July 5-19, 1982. 2nd Swiss Tram & Train Tour including tram systems in Zurich, Bern, and Basel, mountain rack railways, Luzern transport museum and more. Write: Swiss Train Tour, 100 Albertus Ave., Toronto, Canada M4R 1J7.

MAY 15: Coachella Valley Daylight; L.A.-Pomona-Yuma RT, lv 8:10am, back 7:45pm. Superliners with P-30 locos. San Timeoteo Canyon, Salton Sea, etc. $75.00 chair car, parlor rooms available. Pacific Railroad Society, P O Box 2768, Riverside CA 92516-2768. (714) 684-7458 afternoons.

SEE OUR GREAT 3-table display, dining car china, glass, silver, cloth, plus timetables, rules, other paper, etc. "CORNFIELD MEET" April 18th, Pasadena (Cal) HILTON 9am-4pm. Jim & Elaine McClellan of Wichita.

Did you know about the Port Jeffersonian? This chartered train operates on Saturday, April 24th, and is sponsored by The Railroad Enthusiasts - New York Division. For information on this, and many other trips in the metropolitan New York area, send your name and address, with SASE, to RRE, Box A-1353, G.C.Sta., New York, NY 10017. Isn't it time YOU had some fun, too?

SEE OUR GREAT DISPLAY. DINING CAR CHINA, silver, cloth, glasses, rules, menus, timetables, etc. at these Railroadiana Shows! "Lone Star", Fort Worth's Will Rogers Memorial Center, Apr 25th 10am-5pm. Also at Downtown Ramada Inn, Topeka 9am -5pm May 1. Many wonderful items for sale. Jim & Elaine McClellan of Wichita.

TROLLEY TRAILS BOOKS - Vol. 10: Council Bluffs, IA; "A Ride on Yakima Interurban Trolley" by Keith Haney; Oddities in Traction (experiments leading to the trolley); Vignettes and maps: San Jose, Stockton, Bakersfield, Salt Lake, Duluth, Phoenix; Corrections & Add'ns. to previous volumes, by our readers; Portland's Banfield Project - map, picture, specs. of Bombardier LRVs; Future of Elec. Ry.in U.S.; Future of the juicefan. All for $6 postpaid. Back issues $4 each (except #9-$8). Moneyback guarantee. Wilson Bros., Box 712rtn, Yakima, WA 98907.

Sat 4-3: Boston-Ayer-Worcester-Portland $35 Mass Bay RRE, Box 53, Bedford MA 01730

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New 208-page, 8½x11" hardcover book with text and over 200 photos. Covers depot and pre-Amtrak passenger train history of all carriers with Nebraska. Inquiries to: South Platte Press, Box 163, David City, NE 68632.

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